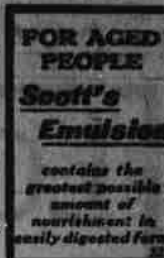




AWARDED FIRST PRIZE BY KENTUCKY PRESS ASSOCIATION (ANNUAL MEETING 1912) AS THE BEST WEEKLY NEWSPAPER IN KENTUCKY

BIG SANDY NEWS.

Aut inveniam viam, aut faciam.



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LOUISA, LAWRENCE COUNTY, KENTUCKY, JANUARY 3, 1913.

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WEDDING BELLS.

Surprise Marriage be the Popular Kind Now.

Snyder—McClure.

A very beautiful, yet simple, wedding was that of Miss Bessie Lee Snyder and Mr. Arch Condit McClure. It occurred on Saturday morning last at the residence of the bride's sister, Mrs. Carrie Snyder Burns, this city. No formal invitations had been issued, but in a general sort of way many the friends of the two popular young people had been told that if they would come out at so early an hour as eight thirty and present themselves at the scene of the interesting event they would not be asked to go home. So, when the important hour arrived a goodly number of friends and relatives were also there. Among them was Mrs. George R. Vinson who, at the proper time, evoked from the piano the Wedding March. To the time of its familiar strains the bride and groom to be entered the fern-decked room and stood before the Rev. Dr. Condit, of Ashland. Very impressively, very beautifully the man of God said the words of the ceremony which made the couple husband and wife. The ring service was used, and it was well rendered. The bride was gown in a tailored broadcloth suit of tan, the very latest thing in gray. The NEWS will not tell you how to pronounce the name of this latest thing, it is not even sure of the spelling. But this is but an insignificant detail when compared with the interesting fact that the wearer of the handsome gown looked exceedingly well in her bridal array. She is a very sweet and attractive girl, and it was only fitting that on this, the most important occasion in her young life she should look happy and well. The young groom had, and not by design, either, departed from "conventional" style and wore a suit of gray. Very soon after congratulations had been extended Mr. and Mrs. McClure took the train for Cincinnati, from which point they went to Columbus, where a cozy, comfortable flat, already nicely furnished, awaited them.

The bride is the youngest daughter of Mr. and Mrs. T. J. Snyder and all her life has lived in this city. She is a general favorite, possessing all womanly attributes in a high degree, making her a prize worth winning. Mr. McClure—have to call him "Mister," now that he has become a Benedict—is a much liked, bustling young man, who had lived here nearly all his life. For several years he was the manager of the hotel Brunswick, and in that capacity became well known and popular. At present he is the manager of the Columbus Typewriter Exchange, having a good business and every prospect of doing well. His habits are excellent, he is energetic and clever, and the many friends of the young people have an abundance of good wishes for their happiness.

McHenry—Reynolds.

On Wednesday morning, Jan. 1st, 1913, Miss Lillian McHenry and Dr. James Reynolds, both of this city, were united in marriage by the Rev. Charles E. Crusoe, Rector of the Episcopal church, of which the bride is a communicant. The marriage was solemnized at the residence of the bride, and the full marriage ritual of the Church was used, the officiating clergyman being robed in the vestments of his calling. Shortly after the ceremony the newly wedded pair left for Cincinnati via the C. & O. for a short stay, after which they will return to Louisa for residence.

It was evidently the desire of the principals in this interesting event to keep the date of their wedding a secret, and they certainly succeeded. Not only was the public ignorant of the day, but many of the relatives on both sides knew nothing whatever of it. When the train for Ashland pulled in the parlor car stopped above the Burchett corner, and the "just marrieds" got on the rear platform from the lower side, thus practically escaping observation. The news of the marriage rapidly spread however, and as the

coach moved past the depot the couple received the customary shower of rice. They were accompanied to the train by Mr. and Mrs. M. S. Burns, brother-in-law and sister of the bride, and the Misses Burns. The bride is a very handsome and intelligent young woman, who for a long time had been the efficient assistant postmaster in the Louisa postoffice, where her courteous and obliging manner made her popular with the public.

The groom is a well known druggist and physician of this city. He is popular in a large circle of friends, who will congratulate him on his good fortune.

Caines—Kelly.

On Saturday, Dec. 21, 1912, Miss Minnie Caines, formerly of this city, and Mr. J. M. Kelly, whose home is at Russell, Ky., came up on the morning train intent on matrimony. As first aid on such occasions they found the Rev. C. B. Plummer, pastor of the M. E. Church. He was at the parsonage, and it did not take him long to tie the knot in the silken bonds which made these two husband and wife. Shortly after the ceremony Mr. and Mrs. Kelly took the train for Pottery, the home of the bride's parents, Mr. and Mrs. Henry Caines. In a short time however the newlyweds will go to housekeeping in Russell.

The bride grew to womanhood in this city, where she is much liked and highly respected. She is a handsome, attractive young lady of agreeable manner and disposition, and is a favorite in a large circle of friends. Her marriage came as a surprise to many of her acquaintances.

Mr. Kelly is a brakeman on the C. & O. and has a run on the Big Sandy district. He is popular with those who know him and is to be congratulated on his recent good fortune.

Carter—Berry.

Not only Christmas bells but wedding bells have recently been ringing in our vicinity. The meaning of the foregoing paragraph is this. Late on the afternoon of Dec. 19 a quiet but pretty little wedding took place at the home of the Rev. Hoves, of Blaine. The parties most interested in the affair were Mr. Thompson B. Berry and Miss Zona Carter. The bride was richly dressed in a becoming suit of dark blue messaline silk, with beautiful trimmings of white beads. Mr. Berry is the eldest son of D. S. Berry, a successful merchant and highly respected citizen of Rich creek, this place. His young wife is the only daughter of James Carter, a prosperous and well-to-do farmer of Prosperity.

It is not known where the young people will finally reside at Mr. Berry is an employee of a business firm for which he has been traveling salesman for the past few years.

Mr. Berry's sister, Mrs. Rosa Pendland, who has been their guest for a few days will return to Columbus, O., where she has resided for some time.

This happy couple certainly have the very best wishes of their many friends. The groom is in every way worthy of this winsome little lass who is now his bride.

May their rose strewn pathway never be altered by sadness and care.

A FRIEND.

AGAIN IN REFORM SCHOOL.

Mr. Gordon Hall, secretary of the Reform School, returned Tuesday afternoon from Omaha, Neb., where he went to get Everett White, alias Webb, the 17-year-old murderer who escaped from the Reform School in January, 1912, and a few days ago surrendered to the police in Omaha. White was sentenced to the Reform School November 9, 1911, from Catlettsburg, Ky., for murder. Mr. Hall says that he had no trouble with White and was not even forced to use handcuffs during the entire trip. White has again been lodged in the Reform School, but told the police in Omaha that he intended applying for a new trial.—Lexington Leader.

Perhaps the smallest piece of land ever listed for taxes in Letcher-co. was listed by the Consolidation Coal Co. The piece contains a little less than one two-hundredth part of an acre, and is situated on Elkhorn creek near Jenkins.

THE RIVER MEETING.

Hearing Held at Catlettsburg was Largely Attended.

Never in the history of the Big Sandy River improvement scheme has there been more interest shown in this project than was exhibited in the meeting which was held at the Federal Court building at Catlettsburg Monday. The rooms were packed with delegates representing all branches of business from Williamson, W. Va., Pikeville, Ky., and on down the river to Ashland and Ironton. Congressman John W. Langley and William J. Fields, of Kentucky, and James A. Hughes, of West Virginia, were there to add their voice and influence to the hearing.

The hearing was conducted by three engineers sent by the War Department, namely: Maj. Rand, Col. Newcomer and Col. Kingman. The last named being the senior officer of the board acted as chairman of the meeting. Col. Kingman stated they had been sent by the War Department to conduct this hearing in order to ascertain the facts in regard to the necessity of continuing the improvements of the Big Sandy River and also to hear what objections there were to the improvements and that while they were to act as judges, yet there would be an opportunity for full and free discussion.

Addresses were made by W. A. Patton, Ashland; C. Crane, Cincinnati; L. F. Zerfass, Ashland; Walter Lettich, Williamson; J. K. Wells, Paintsville; Fred Vinson, Louisa; James Caldwell, Huntington; Congressman James A. Hughes, Huntington; John W. Langley, Pikeville; and William J. Fields, Olive Hill; Capt. William Smiley, Catlettsburg; Capt. P. S. Hart, Ironton; W. W. Smith, Kenova; Louis Dempsey, Inez, Ky.; H. C. Sullivan, Louisa; J. H. Northup and others.

These men all spoke along the same line marshalling data as to the great natural resources of the Big Sandy valley and setting forth many reasons why the lock and dam work on the Big Sandy River should be continued.

One of the best addresses of the entire day was made by Walter Lettich, of Williamson. Mr. Lettich said the N. & W. railway now handled 10,000 tons of coal daily, all of which came westward to the Ohio River. He said one car load left Williamson every minute in the day, and yet the N. & W. railway, with its fine system and double track was not able to handle more than half the coal which was ready for shipment. He also said that just recently a new vein of coal had been discovered in that region which is shown by chemical analysis and by actual tests to be some of the finest coal in the world. This, he said, was in veins about seven feet thick, and it is estimated to cover 7,500 square miles of land in the Big Sandy valley.

When the affirmative side of the question was through the engineers called for those who had anything to say on the opposite side of this question.

Judge W. A. Ginn, of Ashland, read a letter from N. D. Maher, vice president of the N. & W. railway, which recited at length what the N. & W. was doing to take care of the coal shipments in that section and this letter concluded with five reasons why it was impracticable for the Government to go ahead and complete this work.

Mr. Carey, of the C. and O. railway, also read a letter from M. J. Cable, vice president of this company, in which he stated what the C. and O. was doing in the way of improvements on its Big Sandy lines and that it would soon be equipped so it could handle all the freight that would come to it. The board announced that its report would be made up and submitted to Congress.

LARGEST COAL CAR.

The Norfolk & Western Railway Co., recently built and is now testing in service a coal car of extraordinary size, its registered capacity being 90 tons, but it is expected to carry practically 100 tons, including a usual 10 per cent. overload from the marked capacity. Only

one car has thus far been constructed. It is of the drop or flat bottom gondola type, and is mounted on six-wheeled trucks. Complete without load it weighs 65,200 pounds, of which 35,400 pounds are in the body and 29,800 pounds in the trucks. The body is 45 feet 6 1/2 inches long, 9 feet 6 inches wide, and 6 feet 6 1/2 inches deep. The car measures 46 feet 10 1/2 inches long over end sills and 32 feet 10 inches between truck centers. Filled level with the top, its capacity is 2839 cubic feet; heaped to a 30-degree angle, it is estimated that 3330 cubic feet could be carried. The estimated maximum weight of Pocahontas coal is 58.85 pounds per cubic foot. The first load hauled in the car was from 95 to 96 tons of coal. The trucks are of special design and construction to equalize the weight on the wheels, and have the ordinary standard freight car journal boxes. They have been patented by W. H. Lewis and John A. Pilcher of the mechanical department of the railway. Mr. Lewis is superintendent of motive power.

LAID TO FINAL REST.

The last rites over the remains of the late Mrs. Rebecca Gallup were held Friday afternoon at one o'clock from the home of the deceased's son, G. P. Gallup at Gallup Knoll. Long before the appointed hour the large concourse of sorrowing relatives and friends assembled at this home to pay their belated tribute of respect to this beloved woman. The services were conducted by the Rev. C. A. Slaughter, pastor of the M. E. Church South and of which the deceased ranks among its oldest christian members. The full choir of the church sweetly rendered the beautiful hymns "Safe in the Arms of Jesus," "Savior More Than Life to Me," and Mrs. Davis Meek touchingly sang "Tell Mother I'll Be There." Concluding the services, the remains were tenderly laid to final rest in the beautiful cemetery at Ashland where is placed the remains of her husband, Col. George W. Gallup and two children who have preceded her in death many years ago.—Independent.

PIKEVILLE GIRL SUICIDES.

On Thursday night last at Pikeville Miss Carrie Stewart, dependent over a love affair, committed suicide by taking carbolic acid. She and her lover had quarreled, and on other occasions, she had threatened suicide, but her friends did not pay much attention to her threats, but about 7 o'clock she raised a glass to her lips, and saying, "goodbye forever," she swallowed the contents—almost a glass of pure carbolic acid. She was soon in terrible agony, and when the doctor reached her bedside, she was beyond all help of human hand, and she died a horrible death at 9 o'clock last evening.

The young woman, who was but 19 years of age, had been in Pikeville for the past few months, where she was employed in some of the best homes.

Farmer Waylaid And Slain.

Charles Pennington, aged thirty, living near Grayson, was shot with a shotgun last Saturday while on his way home from Willard. He died a few hours later. Wint Graham, wanted on the charge of having killed Pennington, surrendered to a magistrate and was released on a bond of \$2,500. An old grudge is believed to have been the cause of the shooting.

HAVE DIPHTHERIA.

Mr. and Mrs. Ed. Spencer, who went to Parkersburg, W. Va. to spend the holidays with Rev. and Mrs. W. L. Reid, have diphtheria, and Mr. and Mrs. Reid are down with the same malady. Recent news is that all are doing well and that the Spencers will return as soon as possible.

Has Moved to Town.

Milt Pickrell has rented three rooms in the NEWS building and, with his children, will occupy them this winter while Mrs. Pickrell will take care of the home place near town. This arrangement is made in order that the children may attend school here until the close of the winter and spring term.

THE PARCELS POST.

Went into Effect Jan. 1st All Over the United States

The inauguration of the parcels post plan in the United States on Wednesday January 1, 1913, marked one of the most important epochs in the development of the American postal service. The last previous step of importance was taken when the rural free delivery system was put into effect fifteen years ago. The introduction of the parcels post system had been agitated for ten years without material progress when rural free delivery became a fact. Since then the demand for the introduction of a parcels post system in the United States became so urgent that Congress finally, notwithstanding the most strenuous opposition from certain interested quarters, yielded to the wishes of the people and enacted a parcels post law.

The framing of the law was not an easy matter, as the whole scheme was in the nature of an experiment upon a tremendous scale. It is true the framers of the law had for their guidance the laws and regulations of a number of foreign countries where the parcels post has been in successful operation for many years, but the conditions of the postal service in the United States are so radically different from those of the postal service in other countries that it was not an easy matter to adapt their laws to American conditions and requirements.

At last the law was drafted, submitted to Congress and passed, and January 1, 1913, was fixed as the date for its going into effect. The many radical changes in the postal service necessitated by the requirements of the parcels system imposed a tremendous burden of work upon the postal authorities and during the last three months several of the departments worked practically day and night to complete the preparations for the inauguration of the new service.

An entirely new series of stamps for the exclusive use of the parcels post service had to be designed, engraved, printed and distributed; new scales, with a capacity of eleven pounds, to meet the requirements of the new weight limit, had to be constructed for, manufactured and sent to the various postoffices in the country; maps showing the zones into which the country has been divided for the purpose of fixing a graduated distance rate, and books containing the various regulations and rules governing the new branch of the postal service had to be printed and distributed among the thousands of postoffices throughout the country.

The public has been slow to awaken to the vast importance of the parcels post. It has been so long discussed and so frequently defeated that merchants, manufacturers and others have ceased to take it into account.

It must be taken into account for all of the plans of 1913. It is going to give an impulse to free trade throughout the country, the effect of which cannot be estimated in advance.

The express companies are awake to its meaning, and have already demonstrated the value of competition. What no rule or regulation, no order from any commission could accomplish, the competitor accomplishes even in advance of the day of the opening of his enterprise. Now let the merchants everywhere master this new system. Let them realize what it means to them. Let them avail themselves of this opportunity of extending the beneficial influence of commerce.

Concerning weights, rates, quality of package and so on certain simple rules must be observed.

The parcels post law, will affect only fourth-class mail matter, and this class of mail matter is defined so as to include all mail matter, including farm and factory products, not now embraced in the first, second or third class.

No single package must exceed eleven pounds in weight, nor be greater in size than seventy-two inches in length and girth combined.

Neither must it be of such a character as to injure any postal em-

ployee or damage the mail equipment. Also, it cannot be of a character perishable within a period reasonably required for transportation and delivery.

The old rate of postage will be retained on all postal matter of the first, second and third class; all matter of the fourth class weighing four ounces or less will be carried at the old rate, namely, one cent an ounce or fraction of an ounce.

All matter of the fourth class weighing more than four ounces will come under the new regulations and be mailed at the new rates.

These rates depend on two things: The weight of the package to be carried and the distance to which it is to be shipped. It is on the method of determining the rate of postage for any size package for any distance.

(Continued on page 8.)

LOCAL OIL NEWS.

The machinery is on the road for drilling the Tabor's creek well across in West Virginia, three miles northeast of Louisa.

Tom Hayes is shipping one of his outfits to Cannel City, where he will drill for the Ohio Fuel Oil Co. The Cannel City field looks like a good one. The first well is averaging 70 barrels per day.

The New Domain has leased W. V. Roberts' farm at Cadmus and will drill a well as soon as the machinery can be put on the ground.

The wells in the Busseyville field are pumping steadily and holding up to their estimated capacity. Some of them are doing better than expected.

C. C. & O. RAILWAY.

On Thursday last a construction train of about 20 thoroughly equipped cars passed through this city to Elkhorn City. It will be used in the building of the C. & O. extension to Dante, Va., from which place a large force is at work filling the gap of 40 miles between that point and Elkhorn.

Great things in the line of developing this region are going to be done.

FORT GAY CITIZEN DEAD.

Mr. William Damron, one of the oldest and best known citizens of Fort Gay, died at his home in that place on Saturday last and was buried on Monday. Mr. Damron had been bedridden for several years and was totally blind. He had been married twice, his second wife dying a year or so ago. Mr. Damron was 50 years old and died from the infirmity incident to that advanced age.

C. L. R. & V. Ry.

Engineers locating a line of the Cincinnati, Licking River and Virginia railroad from Cincinnati through the counties of Kenton, Pendleton, Bourbon, Fayette, Clarke and a number of mountain counties, including Magoffin, Johnson, Floyd, Knott and Letcher, via the industrial city of Jenkins into Virginia have reached Millstone Creek, in Letcher county. They will continue on with their survey down Millstone Creek to the Kentucky River. From the mouth of Millstone they will parallel for several miles the Lexington & Eastern.

CIRCUIT COURT.

The winter term of the Lawrence Circuit Court will begin next Monday, January 6th. It is impossible to say at this time what the size of the criminal docket will be, as the sheriffs have not returned all the processes, but the NEWS learns that the civil docket is the largest in many years.

SUPT. BOOTH.

Mr. W. L. Booth, the popular Superintendent of the Ashland Division C. & O. Ry., was here Tuesday, the first time he has had an opportunity for "taking in" the town. He liked us well enough to stay until after dinner, when business compelled him to return to Ashland via the N. & W.

TEACHERS MONEY HERE.

The balance of the money due the school teachers in December has arrived and is ready to be paid out.